



County of San Diego

DEPARTMENT OF PUBLIC WORKS

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May 11, 2009

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G Rev. 10/04)

1. Title; Project Number:
San Vicente Road Improvements Project (1009592)
2. Lead agency name and address:
County of San Diego, Department of Public Works
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123
3. a. Contact Gail Jurgella, Environmental Planner
b. Phone number: (858) 874-4049
c. E-mail: Gail.Jurgella@sdcounty.ca.gov.
4. Project location:

The proposed project is located in the Ramona Community Planning Area in unincorporated east San Diego County. The proposed project area extends approximately 2.25 miles along San Vicente Road from Warnock Drive to approximately 500 feet east of Wildcat Canyon Road. See enclosed vicinity map.

Thomas Brothers Coordinates: Pages: 1172:G3, G4, H5, J5 to 1173:A5

5. Project Applicant name and address:

County of San Diego, Department of Public Works, Capital Improvement Projects
5555 Overland Avenue, MS O340
San Diego, CA 92123-1152
6. General Plan Designation

General Plan Circulation Element Classification: 4-lane Major Road

General Plan Update Circulation Element Classification: Community Collector
2.1c class

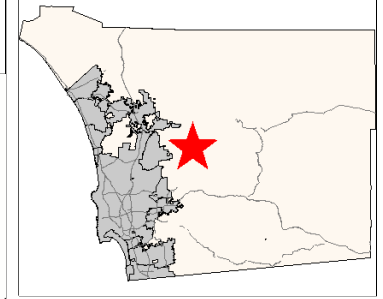
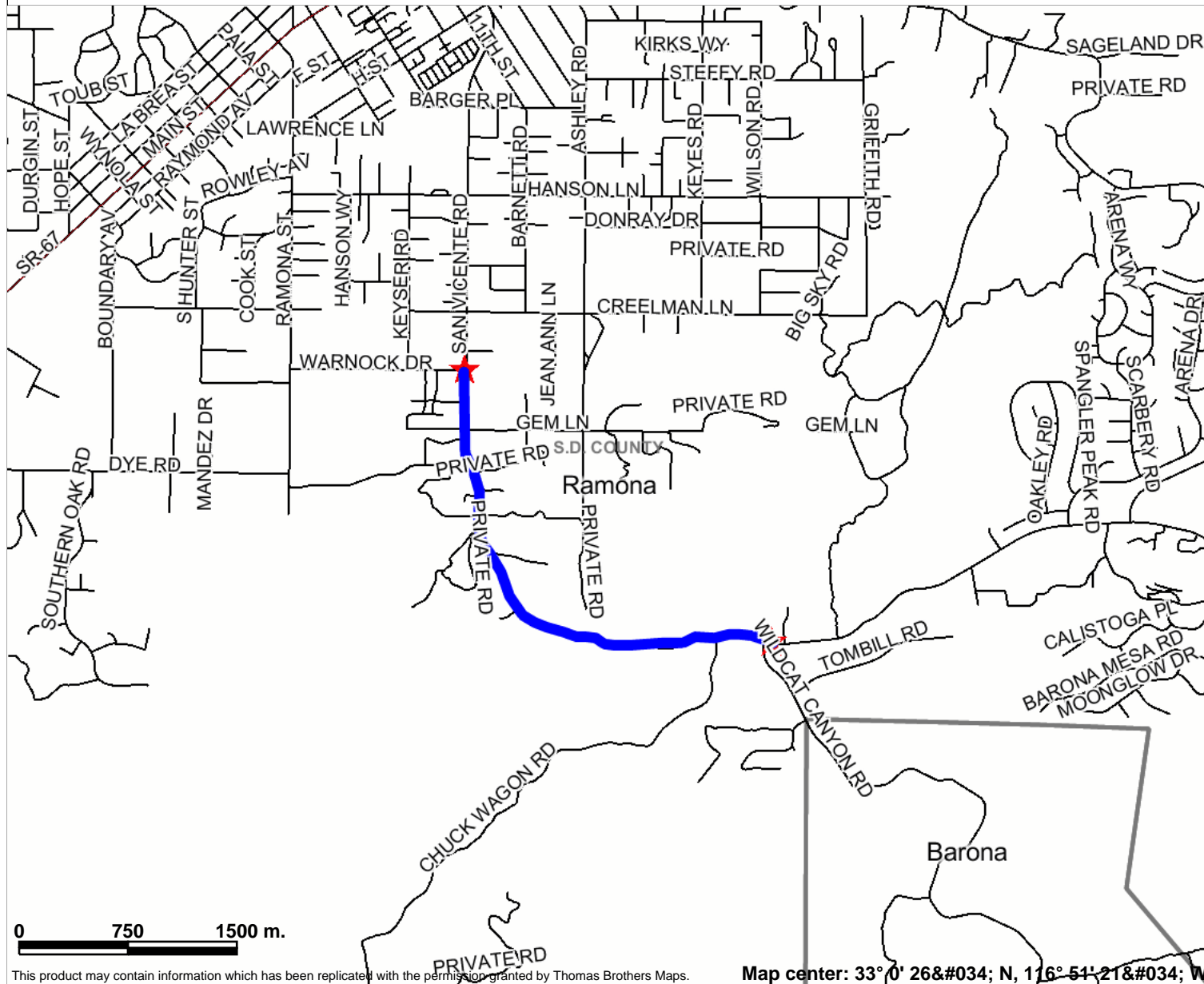
Community Plan: Ramona Community Planning Area

Land Use Designations: (20) General Agriculture, (19) Intensive Agriculture, (18) Multiple Rural Use, (21) Specific Plan Area, (22) Public/Semi-Public Lands, (17) Estate Residential

7. Zoning
 - Use Regulation: A70 Limited Agriculture
 - Minimum Lot Size: 4 acre(s)
 - Special Area Regulation: NA
 - Use Regulation: S88 Specific Plan
 - Minimum Lot Size: NA
 - Special Area Regulation: NA
8. Description of project: The San Vicente Road Improvement Project is located on San Vicente Road between Warnock Drive and just east of Wildcat Canyon Road in the unincorporated community of Ramona in eastern San Diego County. The proposed project consists of improvements to an approximately 2.25 mile section of San Vicente Road. The existing road is approximately 30-foot wide with two 12-foot lanes and minimal shoulders. The 2-lane road design is unsafe due to inadequate sight distance issues. The proposed road improvements will result in two 13-foot travel lanes, two 5 foot bike lanes, 14 foot turn lanes at the Warnock Drive and Wildcat Canyon Road intersections, and two graded 10 foot parkways. In total the new road width will increase to a maximum of approximately 70 feet at the turn lane locations (to include 50 feet of paving) and to a minimum of 56 feet (to include 36 feet of paving) for the remaining length of the project site. The project is a Community Planning Group priority project and is designed to enhance existing road conditions on San Vicente Road by improving both horizontal and vertical sight distance. This will enhance the safety features of San Vicente Road for motorists, bicyclist, equestrians, and pedestrians.
9. Surrounding land uses and setting (Briefly describe the project's surroundings):

Lands surrounding the project site are used for rural residential, open space, vacant and undeveloped lands, and field crops/agriculture. Vegetation in the project vicinity consists of coastal sage scrub, chaparral, grasslands, coast live oak woodland, and Southern coast live oak riparian forest. The community of Ramona is to the north of the project site and San Diego Country Estates to the southeast. The topography of the project site and adjacent land is hilly with some rock outcroppings and steep slopes. A number of tributaries to San Vicente creek cross through the project area. The site is located within 2 miles of State Route 67.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

San Vicente Road Improvements Project



Legend

- Highways
- Freeways
- Streets
- Water Bodies
- Sponsor Groups
- Sponsor Groups
- Other
- Community Planning Area
- Community Planning Areas
- Incorporated Areas
- S.D. COUNTY
- Other

0 750 1500 m.

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Map center: 33° 0' 26" N, 116° 54' 21" W



Scale: 1:41,646

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The project is a public road improvement project by the County of San Diego and would not require any discretionary permit review. Requirements for resource agency review and/or permitting would be determined during preparation of the draft EIR for the project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> <u>Aesthetics</u> | <input type="checkbox"/> <u>Agricultural Resources</u> | <input type="checkbox"/> <u>Air Quality</u> |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input checked="" type="checkbox"/> <u>Cultural Resources</u> | <input type="checkbox"/> <u>Geology & Soils</u> |
| <input type="checkbox"/> <u>Hazards & Haz. Materials</u> | <input type="checkbox"/> <u>Hydrology & Water Quality</u> | <input type="checkbox"/> <u>Land Use & Planning</u> |
| <input type="checkbox"/> <u>Mineral Resources</u> | <input type="checkbox"/> <u>Noise</u> | <input type="checkbox"/> <u>Population & Housing</u> |
| <input type="checkbox"/> <u>Public Services</u> | <input type="checkbox"/> <u>Recreation</u> | <input type="checkbox"/> <u>Transportation/Traffic</u> |
| <input type="checkbox"/> <u>Utilities & Service Systems</u> | <input type="checkbox"/> <u>Mandatory Findings of Significance</u> | |

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

- ☐ On the basis of this Initial Study, the Department of Public Works finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ On the basis of this Initial Study, the Department of Public Works finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ On the basis of this Initial Study, the Department of Public Works finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.


Signature

Gail Turgella
Printed Name

5/11/2009
Date

Land Use/Environmental Planner
Title

AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

Less Than Significant Impact: Based on a site visit completed by Gail Jurgella, Department of Public Works (DPW) Environmental Planner, on April 24, 2009, the proposed project is not located near or within, or visible from, the viewshed of a scenic vista and will not substantially change the composition of an existing scenic vista in a way that would adversely alter the visual quality or character of the view. Additionally, it is anticipated that the project would be compliant with the visual character of the area and would not degrade the overall visual quality because it involves improvements to an already existing road. Areas disturbed as part of the proposed project would be revegetated consistent with the surrounding native vegetation.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic ([Caltrans - California Scenic Highway Program](#)). Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable

boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

No Impact: Based on a site visit completed by Gail Jurgella, DPW Environmental Planner on April 24, 2009, the proposed project is not located near or visible within the composite viewshed of a State scenic highway and will not damage or remove visual resources within a State scenic highway. The project site is along San Vicente Road from Warnock Road to just east of Wildcat Canyon Road. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State scenic highway.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: Visual character is the objective composition of the visible landscape within a viewshed. Visual character is based on the organization of the pattern elements line, form, color, and texture. Visual character is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer's perception of the visual environment and varies based on exposure, sensitivity and expectation of the viewers. The project has the potential to impact mature vegetation adjacent to the roadway including oak trees, and has the potential to impact rock outcroppings and result in steep cut slopes. It is anticipated that the project would be compliant with the visual character of the area and would not degrade the overall visual quality because it involves improvements to an already existing road. Areas disturbed as part of the proposed project would be revegetated consistent with the surrounding native vegetation. Potential impacts to the existing visual character will be further analyzed in the EIR.

- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The proposed project would include standard street lights for public safety. The proposed project would not adversely affect nighttime views or astronomical observations, because the project will conform to the Light Pollution

Code (County Code of Regulatory Ordinances Section 59.101-59.115), including the B lamp type and shielding requirements per fixture.

II. AGRICULTURAL RESOURCES -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

Less Than Significant Impact: The project site has land considered Farmland of Local Importance, Prime Agricultural land, land uses in the vicinity that are considered grazing lands, field crops/agriculture, and much of the project area is zoned for agricultural use. However, based on a site visit, by Environmental Planner Gail Jurgella on April 24, 2009, there is no evidence of existing agricultural use immediately adjacent to the existing roadway. Furthermore, the project is not expected to be detrimental to continued agricultural activities in the vicinity of the project. In addition, the widening and improvement of the existing roadway is not expected to impact any existing agricultural uses, therefore the potential for impact would be less than significant.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

Less Than Significant Impact: Approximately half of the land adjacent to the project site is in an A70 agricultural zone. However, it is anticipated that the proposed project will not result in a conflict in zoning for agricultural use because there does not appear to be any existing active agricultural uses located within the potential project impact area. Additionally, no land required for the proposed project is under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

- c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project site is an existing roadway and adjacent areas are designated as Prime Farmland. However, no existing active agricultural uses located within the potential project impact area were identified in a site visit conducted by Gail Jurgella, DPW Environmental Planner on April 24, 2009. As a result, the proposed project is not likely to have significant adverse impacts related to the conversion of Prime Farmland, Unique Farmland, Farmland of Statewide or Local Importance, or active agricultural operations to a non-agricultural use for the following reasons: No active agricultural uses appear to be located in proximity to the proposed road widening and the proposed road improvement would not cause indirect effects that would impact continued agricultural operations in the project vicinity or future agricultural uses in the area.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes development that was anticipated in SANDAG growth projections used in development of the RAQS and SIP. Operation of the project will result in emissions of ozone precursors that were considered as a part of the RAQS based on growth projections. As such, the proposed project is not expected to conflict with either the RAQS or the SIP, and therefore the potential for impact is less than significant.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Land Use Environment Group (LUEG) has established guidelines for determining significance which incorporate the Air Pollution Control District's (SDAPCD) established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. These screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley (which are more appropriate for the San Diego Air Basin) are used.

Less Than Significant Impact: Construction of the proposed project will require grading and may involve the import or export of materials, which could result in impacts to the local air quality during construction. The Final EIR for the SANDAG 2030 Regional Transportation Plan included the San Vicente Road Improvements project in its analysis of regional air quality impacts. Standard construction measures to reduce particulate emissions would be incorporated into the project plans and specifications. Therefore the impact will be less than significant.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O₃). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM₁₀) under the CAAQS. O₃ is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM₁₀ in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

Less Than Significant Impact: The proposed project has the potential to generate dust emissions during construction due to the grading and use of construction equipment. Standard construction practices to reduce particulate emissions would be incorporated into the project plans and specifications. The project proposes improvements to an existing roadway, which is not trip generating and does not increase capacity. Therefore the proposed project is unlikely to result in an operational increase in O₃ emissions from traffic. Additionally, the project proposes development that was anticipated in SANDAG growth projections used in development of the RAQS and SIP. As such the proposed project's potential impacts due to a cumulatively considerable net increase of non-attainment criteria pollutants would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors since they house children and the elderly.

Less Than Significant Impact: Single-family residences are the only sensitive receptors that have been identified within a quarter-mile radius (the distance determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project. Standard construction practices to reduce particulate emissions would be incorporated into the project plans and specifications. In addition, operation of the proposed project is not anticipated to result in operational emissions that could impact sensitive receptors since the project is consistent with SANDAG growth projections used in development of the RAQS and SIP. This project does not propose uses or activities that would result in exposure of these identified sensitive receptors to significant pollutant concentrations and will not place sensitive receptors near carbon monoxide hotspots. In addition, the project will not contribute to a cumulatively considerable exposure of sensitive receptors to substantial pollutant concentrations because the proposed project as well as the listed projects have emissions below the screening-level criteria established by the LUEG guidelines for determining significance. Therefore the potential for the proposed project to expose sensitive receptors to substantial pollutant concentrations due to temporary construction or operational impacts of the proposed road improvement project would be considered less than significant.

e) Create objectionable odors affecting a substantial number of people?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: No potential sources of objectionable odors have been identified in association with the proposed project. As such, no impact from odors is anticipated.

IV. BIOLOGICAL RESOURCES -- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The south-eastern portion of the project site contains primarily undeveloped lands containing native vegetation that may support sensitive species. Native vegetation in the project vicinity includes coastal sage scrub, chaparral, grasslands, coast live oak woodland, and Southern coast live oak riparian forest. In addition, drainages cross under the roadway; modification of these drainages could impact sensitive species. A Biological Technical Report will be prepared as part of the project EIR to identify any potential project impacts to these species, if present.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: Drainages exist along the project corridor. Riparian habitat also exists adjacent to the proposed project site. The potential for the proposed project to cause temporary or permanent impacts to biological resources, including riparian habitat or other sensitive natural community, will be addressed in the Biological Technical Report being prepared as part of the project EIR.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: Drainages exist along the project corridor. Riparian habitat also exists adjacent to the proposed project site. The potential for proposed project improvements to cause temporary or permanent impacts to biological resources, including federally protected wetlands, will be addressed in the Biological Technical Report that will be prepared as part of the project EIR to identify any potential project impacts to these species.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, site photos, and a site visit by Gail Jurgella, DPW Environmental Planner on April 24, 2009, it has determined that there is potential that the site has biological value. The proposed project may result in the impedance of movement of native resident or migratory fish or wildlife species, and the use of an established native resident or migratory wildlife corridors. There is also a potential for the proposed project to result in impacts to native wildlife nursery sites including nesting sites. The Biological Technical Report being prepared as part of the project EIR will further discuss the potential for the project to interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: Land along the southern side of the roadway is within the boundaries of the South County Segment of the Multiple Species Conservation Program (MSCP). Preparation of findings would be required to ensure that the project is in compliance with the Biological Mitigation Ordinance and the MSCP prior to project approval.

Land along the northern side of the roadway is located within the boundaries of the County's draft North County MSCP. However, the MSCP remains unadopted and in draft form. Therefore, it is anticipated that the proposed project will not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources. However, if the North County MSCP is adopted prior to approval of the proposed project, then an appropriate analysis for conformance will be conducted. The potential for the proposed project to conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources, will be discussed during preparation of the project EIR.

V. CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact:

The project is not likely to impact historical resources, because prior grading of the project site for the existing roadway has eliminated the potential for impacts to historical resources. Moreover, the proposed project will not impact any buildings and the project site is not likely to support historical resources of any kind.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- | | |
|--|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
|--|---|

- ☐ Less Than Significant With Mitigation Incorporated ☐ No Impact

Discussion/Explanation:

Potentially Significant Impact: The proposed project is a roadway improvements project in an area where there currently is an existing roadway. Due to the developed nature of the roadway, much of the underlying material is likely to have been previously disturbed. However, an archaeological records search and survey will be conducted as part of the project EIR to determine the potential for significant archaeological resources, as defined in CEQA Guidelines Section 15064.5, to occur within the project area.

c) Directly or indirectly destroy a unique geologic feature?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

No Impact: The site has a low potential to contain any unique geologic features that have been listed in the County's Guidelines for Determining Significance for Unique Geology Resources and the site does not contain any known geologic characteristics that have the potential to support unique geologic features. Therefore the project is not likely to result in an impact that would directly or indirectly destroy a unique geological feature.

d) Directly or indirectly destroy a unique paleontological resource or site?

- ☐ Potentially Significant Impact ☒ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☐ No Impact

Discussion/Explanation:

Less Than Significant: A review of the County's Paleontological Resources Maps indicates that the project is located entirely on cretaceous plutonic rock, cretaceous marine and nonmarine, and quaternary alluvium and has low to no potential for producing fossil remains, therefore potential impacts to paleontological resources would be considered less than significant.

- e) Disturb any human remains, including those interred outside of formal cemeteries?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: The proposed project is a roadway improvements project in an area where there currently is an existing roadway. Due to the developed nature of the roadway, much of the underlying material is likely to have been previously disturbed. A Cultural Resources Technical Report will be prepared as part of the project EIR that will include a search and analysis of County of San Diego archaeology resource files, archaeological records, maps, and aerial photographs to determine the potential for the project to disturb any human remains or if a formal cemetery or any archaeological resources that might contain interred human remains existing within the project's area of direct impact.

VI. GEOLOGY AND SOILS -- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of this project.

- ii. Strong seismic ground shaking?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
|---|--|

- ☐ Less Than Significant With Mitigation Incorporated ☐ No Impact

Discussion/Explanation:

Less than Significant Impact: The project proposes improvements to San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road. No buildings or structures are proposed as part of this project as it is a transportation facility improvement project. Soil compaction for the transportation facility improvements will be in accordance with engineering standards. Therefore, the project will not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

- ☐ Potentially Significant Impact ☒ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: The project site is located within a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. This indicates that the geologic environment of the project site is susceptible to ground failure from seismic activity. However, the project does not propose the construction of any structures. In addition, the construction of a new road would not substantially expose people to adverse effects related to ground failure, including liquefaction.

iv. Landslides?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The project proposes improvements to an existing roadway. The project site is not within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, CA* (URS, 2004). Landslide risk areas from this plan were based on data including steep slopes (greater than 25%); soil series data (SANDAG based on USGS 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG). Also

included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15% in grade because these soils are slide prone. Since the project is not located within an identified Landslide Susceptibility Area and the geologic environment has a low probability to become unstable, the project would have no impact from the exposure of people or structures to potential adverse effects from landslides.

b) Result in substantial soil erosion or the loss of topsoil?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project will require the construction of cut and fill slopes, which will be designed and constructed in accordance with the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING). In addition, a Storm Water Management Plan will be prepared as part of the EIR for the project, which will include Best Management Practices to ensure sediment does not erode from the project site. Due to these factors, it is not likely that the project will result in substantial soil erosion or the loss of topsoil on a project level.

c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project will result in site disturbance and grading including both cut and fill slopes for the new road. The proposed project would be constructed to be structurally sound, taking into account the geological formations underlying the site. For further information refer to VI Geology and Soils, Question a., i-iv listed above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes to improve San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road. No buildings or other habitable structures are proposed to be constructed as part of this project as it is a transportation facility improvement project. Additionally, the project site does not contain expansive soils as defined by Table 18-I-B of the Uniform Building Code (1994). The soils on-site are Fallbrook-Bonsall sandy loams, 2 to 5 percent slopes, Visalia sandy loam, 0 to 2 percent slopes, Vista rocky coarse sandy loam, 5 to 15 percent slopes, Greenfield sandy loam, and 9 to 15 percent slopes, Cieneba very rocky coarse sandy loam, 30 to 75 percent slopes, Vista coarse sandy loam, 5 to 9 percent slopes. These soils have a shrink-swell behavior of low and represent no substantial risks to life or property. Therefore, the project will not create a substantial risk to life or property.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes to improve San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road. No buildings or structures are proposed as part of this project as it is a transportation facility improvement project, nor does the project propose any septic tanks or alternative wastewater disposal systems since no wastewater will be generated. Therefore, no impact will result due to implementation of the proposed project.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project will not create a significant hazard to the public or the environment because it does not propose the storage, use, transport, emission, or

disposal of Hazardous Substances, nor are Hazardous Substances proposed or currently in use in the immediate vicinity. In addition, the project does not propose to demolish any existing structures onsite and therefore would not create a hazard related to the release of asbestos, lead based paint or other hazardous materials from demolition activities.

- b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact:

The project is not located within one-quarter mile of an existing or proposed school. Therefore, the project will not have any effect on an existing or proposed school.

- c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Based on a site visit by Gail Jurgella, DPW Environmental Planner on April 24, 2009, and regulatory database search, the project site has not been subject to a release of hazardous substances. The project site is not included in any of the following lists or databases: the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5., the San Diego County Hazardous Materials Establishment database, the San Diego County DEH Site Assessment and Mitigation (SAM) Case Listing, the Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program Database ("CalSites" Envirostor Database), the Resource Conservation and Recovery Information System (RCRIS) listing, the EPA's Superfund CERCLIS database or the EPA's National Priorities List (NPL). Additionally, the project does not propose structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill, is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash (from the historic burning of trash), is not on or within 1,000 feet of a Formerly Used Defense Site (FUDS), does not contain a leaking Underground Storage Tank, and is not located on a site with the potential for contamination from

historic uses such as intensive agriculture, industrial uses, a gas station or vehicle repair shop. Therefore, the project is not likely to create a significant hazard to the public or environment.

- d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP), a Comprehensive Land Use Plan (CLUP), within a Federal Aviation Administration Height Notification Surface, or within two miles of a public airport. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

- e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

Less Than Significant Impact: The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project will not interfere with this plan because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

No Impact: The Dam Evacuation Plan will not be interfered with because the project is not located within a dam inundation zone.

- g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes to improve San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road. The project does not propose any residences or structures that will house people. The proposed project area is primarily comprised of agricultural lands, grasslands, oak woodlands, coastal sage scrub, and chaparral habitats that could be subject to wildfire. Partial road closures may be necessary during construction; however, traffic flow, access to homes, and emergency access will be maintained throughout the construction period. Therefore, based on the location of the project; that fact that the project does not propose any residences or structures that will house people; review of the project site by County staff; and proposed maintenance of access and traffic flow throughout construction, the project is not expected to expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires. Therefore, no impact will result due to implementation of the proposed project.

- h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes to improve San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road and does not propose any residences or structures that will house people. The project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. artificial lakes, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. Therefore, the project will not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any waste discharge requirements?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes to improve San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road which will result in a minor increase in impervious surfaces and will require drainage improvements in the project vicinity. The project proposes Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. The proposed project will include development of a Storm Water Management Plan (SWMP). The SWMP will identify any special site design considerations, source control Best Management Practices (BMPs) or treatment control BMPs, under the San Diego Municipal Storm Water Permit (SDRWQCB Order No. R-9-2007-0001) as implemented by the San Diego County Jurisdictional Urban Runoff Management Program (JURMP) and Standard Urban Storm Water Mitigation Plan (SUSMP).

Finally, the project's conformance to the waste discharge requirements listed above ensures that the proposed project will not create cumulatively considerable water quality impacts related to waste discharge because, through the permit, the project will conform to Countywide watershed standards in the JURMP and SUSMP, derived from State regulations to address human health and water quality concerns. Therefore, it is anticipated that the proposed project will not contribute to a cumulatively considerable impact to water quality from waste discharges. An EIR will be prepared to document the project's compliance with State and County waste discharge and storm water management requirements.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project lies primarily in the 907.23 hydrologic subarea, within the San Diego hydrologic unit. According to the Clean Water Act Section 303(d) list, July 2003, a portion of this watershed at the Pacific Ocean and mouth of the San Diego River is impaired for coliform bacteria. Constituents of concern in the San Diego watershed

include coliform bacteria, total dissolved solids, nutrients, petroleum chemicals, toxics, and trash. A portion of this watershed at the Pacific Ocean and mouth of the San Diego River is impaired for coliform bacteria. Constituents of concern in the San Diego watershed include coliform bacteria, total dissolved solids, nutrients, petroleum chemicals, toxics, and trash.

The proposed project has the potential to release pollutants, including sediment, during construction. The proposed project will result in minor increased impervious surface area. The project design will include drainage improvements designed to address this increase in impervious surfaces. Specifically, the project proposes Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. A Storm Water Management Plan (SWMP) will be prepared as part of this proposed project which will address the potential for release of pollutants during construction and identify any special site design considerations, source control Best Management Practices (BMPs) or treatment control BMPs to be implemented.

As a result, it is not anticipated that the project will contribute to a cumulative impact to an already impaired water body, as listed on the Clean Water Act Section 303(d). Regional surface water and storm water permitting regulations for County of San Diego, incorporated cities of San Diego County, and San Diego Unified Port District includes the following: Order R-9-2007-0001 (NPDES No. CAS 0108758), adopted by the San Diego Region RWQCB on February 21, 2001; County Watershed Protection, Storm Water Management, and Discharge Control Ordinance (WPO) (Ord. No. 9424); and County Storm Water Standards Manual adopted on February 20, 2002, and amended January 10, 2003 (Ordinance No. 9426). The stated purposes of these ordinances are: to protect the health, safety and general welfare of the County of San Diego residents; to protect water resources and to improve water quality; to cause the use of management practices by the County and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of storm water as a resource; and to ensure the County is compliant with applicable state and federal laws. The project is required to prepare a SWMP that details a project's pollutant discharge contribution to a given watershed and propose BMPs or design measures to mitigate any impacts that may occur in the watershed. Therefore, the project is not likely to result in an increase in pollutants to an already impaired body of water.

- c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region as outlined in Chapter 3 of the Water Quality Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.

The project lies primarily within the 907.23 hydrologic subarea, within the San Diego hydrologic unit that has the following existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water: municipal and domestic supply; agricultural supply; industrial process supply, industrial service supply; hydropower generation; contact water recreation; non-contact water recreation; warm freshwater habitat; cold freshwater habitat; wildlife habitat; commercial and sport fishing; estuarine habitat; marine habitat; migration of aquatic organisms; shellfish harvesting; and, rare, threatened, or endangered species habitat.

Design measures are included to prevent an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses during construction. The proposed project will result in a minor increase of impervious surface area. However, the project design will include drainage improvements designed to address this increase in impervious surfaces. Specifically, the project proposes Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. In addition, a SWMP will be prepared as part of the proposed project which will address the potential for the release of pollutants during construction and to identify any special site design considerations, source control BMPs or treatment control BMPs that may need to be implemented.

The proposed BMPs will be consistent with regional surface water, storm water and groundwater planning and permitting processes that have been established to improve the overall water quality in County watersheds. As a result, it is anticipated that the project will not contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Refer to Section VIII., Hydrology and Water Quality, Question b, for more information on regional surface water and storm water planning and permitting processes. Therefore, the project is not likely to cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.

- d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes to improve San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road. The project will not use any groundwater for any purpose, including irrigation, domestic, or commercial demands. In addition, the proposed project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: diversion of water to another groundwater basin or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g. ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

- e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The proposed project will result in a minor increase in the amount of impervious surfaces, which may create the need for improvements to the existing drainage system. Drainage will be conveyed to either natural drainage channels or approved drainage facilities. Improvements to culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. The proposed project also would involve construction activities (grading and site preparation) that would require erosion control measures to be implemented. A SWMP will also be prepared for the project to identify measures to avoid water quality impacts during construction. Infiltration units will be provided to treat the runoff per SUSMP requirements. Therefore, the project is not likely to substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site.

- f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The proposed project will result in a minor increase in the amount of impervious surfaces due to the planned roadway improvements. Drainage will be conveyed to either natural drainage channels or approved drainage facilities. Culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. A SWMP will also be prepared for the proposed project to identify measures to avoid water quality impacts; and a SUSMP will also be prepared to avoid the potential for off-site flooding. Therefore, the project is not likely to substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial flooding on- or off-site.

- g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

Less Than Significant Impact: The proposed project will result in a minor increase in the amount of impervious surfaces due to the planned roadway improvements. Drainage will be conveyed to either natural drainage channels or approved drainage facilities. Culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. Therefore, the project is not likely to create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems

- h) Provide substantial additional sources of polluted runoff?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

Less Than Significant Impact: The proposed project will result in a minor increase in the amount of impervious surfaces due to the planned roadway improvements. Drainage will be conveyed to either natural drainage channels or approved drainage

facilities. Culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. In addition, there is a potential for impacts during project construction. A Storm Water Management Plan will also be prepared for the proposed project to identify measures to avoid water quality impacts. Best Management Practices will also be identified and implemented, as required. Therefore, the project is not expected to provide substantial additional sources of polluted runoff.

- i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

No Impact: No FEMA mapped floodplains or County-mapped floodplains were identified on the project site and the project does not propose construction of housing; therefore, no impact will occur.

- j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

No Impact: No 100-year flood hazard areas were identified on the project site and the project does not propose construction of housing; therefore, no impact will occur.

- k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

No Impact: The project site lies outside any identified special flood hazard area. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site lies outside a mapped dam inundation area for a major dam/reservoir within San Diego County. In addition, the project is not located immediately downstream of a minor dam that could potentially flood the property. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

m) Inundation by seiche, tsunami, or mudflow?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

i. SEICHE

No Impact: The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

No Impact: The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

No Impact: Mudflow is type of landslide. The site is not located within a landslide susceptibility zone. Also, the geologic environment of the project area has a low probability to be located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity. In addition, though the project does propose land disturbance that will expose unprotected soils, the project is not located downstream from unprotected, exposed soils within a landslide susceptibility zone.

Therefore, it is not anticipated that the project will expose people or property to inundation due to a mudflow.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes improvements to an existing roadway, San Vicente Road, between Warnock Drive and Wildcat Canyon Road. Therefore, the proposed project will not substantially change the existing conditions in the project area in a manner that would significantly disrupt or divide the established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: San Vicente Road within the project corridor is designated as a 4-lane Major Road in the County General Plan Circulation Element and a Community Collector 2.1c class on the proposed General Plan Update Circulation Element. The proposed improvements would be consistent with the proposed roadway designation. Therefore, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of “Potential Mineral Resource Significance” (MRZ-3).

The proposed project would improve an existing roadway in an area that is identified as primarily rural residential and open space with some agricultural areas, and would not be incompatible with adjacent future mining uses and would not diminish the possibility of performing mineral extraction in areas surrounding the project site. Therefore, implementation of the project will not result in the loss of availability of a known mineral resource that would be of value since mineral resources that may potentially be present are not available for extraction due to incompatible land uses.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is zoned Specific Plan (S88) and Limited Agriculture (A70). This zoning designation is not considered to be as Extractive Use Zone (S-82) nor does it have an Extractive Land Use Overlay (25) (County Land Use Element, 2000). No potentially significant loss of availability of a known mineral resource or locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan will occur as a result of this project. Therefore, no impact will result due to implementation of the proposed project.

XI. NOISE -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes to improve San Vicente Road from Warnock Drive to Wildcat Canyon Road. The project doesn't add vehicle trips to the roadway; the proposed project will improve the safety and efficiency of traffic flow through the San Vicente Road corridor. There is a potential that traffic noise could

increase due to the project, however, it is expected that any increase would be minor and less than significant.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The proposed project may result in temporary construction impacts due to operation of heavy equipment in the project area. This impact would be of short duration and would occur at different times in different portions of the project corridor. Construction activities would be conducted in compliance with the permitted construction hours specified in the County Noise Ordinance. It is not anticipated that project construction will result in exposure of persons to excessive groundborne vibration or groundborne noise levels; however, this issue will be further addressed in the EIR.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes to improve San Vicente Road from Warnock Drive to Wildcat Canyon Road. The project doesn't add vehicle trips to the roadway; the proposed project will improve the safety and efficiency of traffic flow through the San Vicente Road corridor. There is a potential that traffic noise could increase due to the project, however, it is expected that any increase would be minor and less than significant.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes to improve San Vicente Road from Warnock Drive to Wildcat Canyon Road. The project doesn't add vehicle trips to the roadway; the proposed project will improve the safety and efficiency of traffic flow through the San Vicente Road corridor. There is a potential that there would be a temporary or periodic increase in noise levels due to the construction of the project. General construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36-410), which are derived from State regulations to address human health and quality of life concerns. Construction operations will occur only during permitted hours of operation pursuant to Section 36-410. Also, it is not anticipated that the project will operate construction equipment in excess of 75 dB for more than an 8 hours during a 24-hour period. Therefore, the project would not result in a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

- e) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is not located within two miles of a private airstrip. The proposed project will not expose people residing or working in the project area to excessive airport-related noise levels. Therefore, no impact will result due to implementation of the proposed project.

XII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to, or encourage, population growth in an area including, but not limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including

General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is expected to require acquisition of road right-of-way and temporary construction easements. However, no homes would be removed by the proposed project; therefore no residential relocations would be required. Therefore, no impact will result due to implementation of the proposed project.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is expected to require acquisition of portions of road right-of-way and temporary construction easements. However, no homes would be removed by the proposed project; therefore no residential relocations would be required. Therefore, no impact will result due to implementation of the proposed project.

XIII. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project will improve an existing road to increase safety and improve operation along the San Vicente Road corridor. The project would not require new or significantly altered services or facilities to be constructed to meet acceptable service ratios or response times. As proposed, the project will improve the efficiency of traffic flow through the southern portion of the community of Ramona. Therefore, implementation of the proposed project could have a beneficial impact with regards to response times for emergency services in the local area.

XIV. RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not propose any residential use, included but not limited to a residential subdivision, mobilehome park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes to improve an existing 2-lane road along an approximately 2.2 mile section of San Vicente Road from Warnock Drive to just east Wildcat Canyon Road. The project is a road improvement project to increase the safety and efficiency of traffic flow along the San Vicente Road corridor. The project does not add vehicle trips to the roadway. A Traffic Impact Analysis will be prepared as part of the project EIR to identify intersections in the project vicinity that could benefit from the inclusion of a turn pocket. The proposed project's potential to increase traffic congestion on segments or intersections is less than significant.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency and/or as identified by the County of San Diego Transportation Impact Fee Program for designated roads or highways?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant Impact: The project proposes to improve an existing 2-lane road San Vicente Road from Warnock Drive to just east Wildcat Canyon Road. The project is a road improvement project to increase the safety and efficiency of traffic flow along the San Vicente Road corridor. The project does not add vehicle trips to the roadway. Therefore, it is anticipated that the project will not result in a level of service that would exceed any of the thresholds established by the County.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport; therefore, the project will not result in a change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less Than Significant: The proposed project is a road improvements project to improve safety along San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road. The road will be designed and built to County of San Diego Public Road Standards for a Community Collector 2.1c class and will provide safe and adequate site distance at all driveways and intersections. The proposed project will not place incompatible uses (e.g., farm equipment) on existing roadways. Therefore, the proposed project will not significantly increase hazards due to design features or incompatible uses.

e) Result in inadequate emergency access?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project will not result in inadequate emergency access and will better accommodate emergency vehicle travel by improving the efficiency of traffic flow through the southern portion of the community of Ramona. Partial road closures may be necessary during construction; however, traffic flow, emergency access, and access to homes will be maintained throughout the construction period. Therefore, no impact will result due to implementation of the proposed project.

f) Result in inadequate parking capacity?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project proposes to improve San Vicente Road from Warnock Drive to just east of Wildcat Canyon Road. The design of the roadway improvements project includes shoulders. Additionally, no on-site or off-site parking is required. The project will not result in insufficient parking capacity on-site or off-site. Therefore, no impact will result due to implementation of the proposed project.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a road improvement project that will include bicycles lanes. No bus routes are currently located within the project area and no future routes are planned. The project will not conflict with policies regarding alternative transportation. Therefore, no impact will result due to implementation of the proposed project.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not involve any uses that will discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project will not exceed any wastewater treatment requirements.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities. The project will not require any construction of new or expanded facilities, which could cause significant environmental effects. Therefore, no impact will result due to implementation of the proposed project.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

Less Than Significant Impact: The proposed project includes replacement of culvert systems as part of the roadway improvements project. These storm water drainage facilities will be designed to provide adequate drainage and filtration for the proposed roadway project. A Storm Water Management Plan will be prepared for the proposed project to identify measures to avoid water quality impacts. Best Management Practices will also be implemented, as required. It is anticipated that the potential for impacts from new or expanded drainage facilities will be less than significant.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

No Impact: The proposed project does not involve or require water services from a water district. The project is for a roadway that does rely on water service for any purpose. Therefore, no impact will result due to implementation of the proposed project.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

No Impact: The proposed project is a road improvement and will not produce wastewater or interfere with any wastewater treatment provider's service capacity. Therefore, no impact will result due to implementation of the proposed project.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

No Impact: The project is the improvement of an existing roadway and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

No Impact: The project is the improvement of an exiting roadway and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County. Therefore, compliance with any Federal, State, or local statutes or regulation related to solid waste is not applicable to this project.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input checked="" type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

Potentially Significant Impact: An EIR will be prepared for the proposed project that will include the results of biological and cultural resource studies to address the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: An EIR will be prepared for the proposed project that will include evaluation of the incremental effects of the project viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- | | |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Potentially Significant Impact: An EIR will be prepared for the proposed project that will include evaluation of the potential for adverse direct or indirect impacts to human beings in regard to certain questions following sections: I. Aesthetics.

XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

AESTHETICS

California Street and Highways Code [California Street and Highways Code, Section 260-283.
(<http://www.leginfo.ca.gov/>)

California Scenic Highway Program, California Streets and Highways Code, Section 260-283.
(<http://www.dot.ca.gov/hq/LandArch/scenic/scpr.htm>)

County of San Diego, Department of Planning and Land Use. The Zoning Ordinance of San Diego County. Sections 5200-5299; 5700-5799; 5900-5910, 6322-6326.
(www.co.san-diego.ca.us)

County of San Diego, Board Policy I-73: Hillside Development Policy. (www.co.san-diego.ca.us)

County of San Diego, Board Policy I-104: Policy and Procedures for Preparation of Community Design Guidelines, Section 396.10 of the County Administrative Code and Section 5750 et seq. of the County Zoning Ordinance. (www.co.san-diego.ca.us)

County of San Diego, General Plan, Scenic Highway Element VI and Scenic Highway Program. (ceres.ca.gov)

County of San Diego Light Pollution Code, Title 5, Division 9 (Sections 59.101-59.115 of the County Code of Regulatory Ordinances) as added by Ordinance No 6900, effective January 18, 1985, and amended July 17, 1986 by Ordinance No. 7155. (www.amlegal.com)

County of San Diego Wireless Communications Ordinance [San Diego County Code of Regulatory Ordinances. (www.amlegal.com)

Design Review Guidelines for the Communities of San Diego County. (Alpine, Bonsall, Fallbrook, Julian, Lakeside, Ramona, Spring Valley, Sweetwater, Valley Center).

Federal Communications Commission, Telecommunications Act of 1996 [Telecommunications Act of 1996, Pub. LA. No. 104-104, 110 Stat. 56 (1996).
(<http://www.fcc.gov/Reports/tcom1996.txt>)

Institution of Lighting Engineers, Guidance Notes for the Reduction of Light Pollution, Warwickshire, UK, 2000
(<http://www.dark-skies.org/ile-gd-e.htm>)

International Light Inc., Light Measurement Handbook, 1997.
(www.intl-light.com)

Rensselaer Polytechnic Institute, Lighting Research Center, National Lighting Product Information Program (NLPPI), Lighting Answers, Volume 7, Issue 2, March 2003.
(www.lrc.rpi.edu)

US Census Bureau, Census 2000, Urbanized Area Outline Map, San Diego, CA.
(<http://www.census.gov/geo/www/maps/ua2kmaps.htm>)

US Department of the Interior, Bureau of Land Management (BLM) modified Visual Management System.
(www.blm.gov)

US Department of Transportation, Federal Highway Administration (FHWA) Visual Impact Assessment for Highway Projects.

US Department of Transportation, National Highway System Act of 1995 [Title III, Section 304. Design Criteria for the National Highway System.
(<http://www.fhwa.dot.gov/legisregs/nhsdatoc.html>)

AGRICULTURE RESOURCES

California Department of Conservation, Farmland Mapping and Monitoring Program, "A Guide to the Farmland Mapping and Monitoring Program," November 1994.
(www.consrv.ca.gov)

California Department of Conservation, Office of Land Conversion, "California Agricultural Land Evaluation and Site Assessment Model Instruction Manual," 1997.
(www.consrv.ca.gov)

California Farmland Conservancy Program, 1996.
(www.consrv.ca.gov)

California Land Conservation (Williamson) Act, 1965.
(www.ceres.ca.gov, www.consrv.ca.gov)

California Right to Farm Act, as amended 1996.
(www.qp.gov.bc.ca)

County of San Diego Agricultural Enterprises and Consumer Information Ordinance, 1994, Title 6, Division 3, Ch. 4. Sections 63.401-63.408. (www.amlegal.com)

County of San Diego, Department of Agriculture, Weights and Measures, "2002 Crop Statistics and Annual Report," 2002. (www.sdcountry.ca.gov)

United States Department of Agriculture, Natural Resource Conservation Service LESA System.
(www.nrcs.usda.gov, www.swcs.org)

United States Department of Agriculture, Soil Survey for the San Diego Area, California. 1973. (soils.usda.gov)

AIR QUALITY

CEQA Air Quality Analysis Guidance Handbook, South Coast Air Quality Management District, Revised November 1993. (www.aqmd.gov)

County of San Diego Air Pollution Control District's Rules and Regulations, updated August 2003. (www.co.san-diego.ca.us)

Federal Clean Air Act US Code; Title 42; Chapter 85 Subchapter 1. (www4.law.cornell.edu)

BIOLOGY

California Department of Fish and Game (CDFG). Southern California Coastal Sage Scrub Natural Community Conservation Planning Process Guidelines. CDFG and California Resources Agency, Sacramento, California. 1993. (www.dfg.ca.gov)

County of San Diego, An Ordinance Amending the San Diego County Code to Establish a Process for Issuance of the Coastal Sage Scrub Habitat Loss Permits and Declaring the Urgency Thereof to Take Effect Immediately, Ordinance No. 8365. 1994, Title 8, Div 6, Ch. 1. Sections 86.101-86.105, 87.202.2.
(www.amlegal.com)

County of San Diego, Biological Mitigation Ordinance, Ord. Nos. 8845, 9246, 1998 (new series). (www.co.san-diego.ca.us)

County of San Diego, Implementing Agreement by and between United States Fish and Wildlife Service, California Department of Fish and Game and County of San Diego. County of San Diego, Multiple Species Conservation Program, 1998.

County of San Diego, Multiple Species Conservation Program, County of San Diego Subarea Plan, 1997.

Holland, R.R. Preliminary Descriptions of the Terrestrial Natural Communities of California. State of California, Resources Agency, Department of Fish and Game, Sacramento, California, 1986.

Memorandum of Understanding [Agreement Between United States Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), California Department of Forestry and Fire Protection (CDF), San Diego County Fire Chief's Association and the Fire District's Association of San Diego County.

Stanislaus Audubon Society, Inc. v County of Stanislaus (5th Dist. 1995) 33 Cal.App.4th 144, 155-159 [39 Cal. Rptr.2d 54]. (www.ceres.ca.gov)

U.S. Army Corps of Engineers Environmental Laboratory. Corps of Engineers Wetlands Delineation Manual. U.S. Army Corps of Engineers, Wetlands Research Program Technical Report Y-87-1. 1987. (<http://www.wes.army.mil/>)

U.S. Environmental Protection Agency. America's wetlands: our vital link between land and water. Office of Water, Office of Wetlands, Oceans and Watersheds. EPA843-K-95-001. 1995b. (www.epa.gov)

U.S. Fish and Wildlife Service and National Marine Fisheries Service. Habitat Conservation Planning Handbook. Department of Interior, Washington, D.C. 1996. (endangered.fws.gov)

U.S. Fish and Wildlife Service and National Marine Fisheries Service. Consultation Handbook: Procedures for Conducting Consultation and Conference Activities Under Section 7 of the Endangered Species Act. Department of Interior, Washington, D.C. 1998. (endangered.fws.gov)

U.S. Fish and Wildlife Service. Environmental Assessment and Land Protection Plan for the Vernal Pools Stewardship Project. Portland, Oregon. 1997.

U.S. Fish and Wildlife Service. Vernal Pools of Southern California Recovery Plan. U.S. Department of Interior, Fish and Wildlife Service, Region One, Portland, Oregon, 1998. (ecos.fws.gov)

U.S. Fish and Wildlife Service. Birds of conservation concern 2002. Division of Migratory. 2002. (migratorybirds.fws.gov)

CULTURAL RESOURCES

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